





Today's  
Advertisements.

TO LET.

HOUSE No. 1, Duddell Street.  
One Small GODOWN in Duddell  
Street.  
HOUSE No. 57, Praya Grande, Macao.  
Apply to  
BELLIOS & CO. [1073a]  
Hongkong, 23rd August, 1899.

FOR SALE OR TO LET.

Chine Road, "KINGSCLERE" a Large  
Family House suitable for a Club or  
Boarding-House.  
Apply to  
BELLIOS & CO. [1073a]  
Hongkong, 23rd August, 1899.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR CHEFOO AND VLADIVOSTOCK.

THE Company's Steamship  
"KANSU."  
Captain Sammerwill, will be despatched as  
above TO-MORROW, the 24th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd August, 1899. [1073a]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Steamship  
"TAI LEE."  
Captain, will be despatched for the  
above Port, on SATURDAY, the 26th instant,  
at 4 P.M.  
This Steamer has Accommodation for  
Passengers.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 23rd August, 1899. [1073a]

FOR MANILA AND LONDON.

THE Steamship  
"DUNAV."  
A Kisselich, Commander will be despatched as  
above, on or about the 27th instant.  
For Freight, &c., apply to  
HOLLIDAY, WISE & CO.,  
Agents.  
Hongkong, 23rd August, 1899. [1072a]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR FOCHOW.

THE Company's Steamship  
"CHINGTU."  
Captain Williams, will be despatched as above  
on MONDAY, the 28th instant, at Noon.  
The attention of Passengers is directed to the  
Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward of the Engines.  
A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd August, 1899. [1071a]

THE NEW YORK VIA SUEZ CANAL.  
"GHAEZE,"  
will be despatched for the above port on or  
about the 29th instant.  
S.S. "ARGYLL" will sail about the 15th  
September.  
S.S. "JOHN SANDERSON" at intervals  
S.S. "AFGHANISTAN" ..... of 2 weeks.  
For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 23rd August, 1899. [1072a]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH WHISKY.

- A.—THORNE'S BLEND, White  
Capsule ..... \$10.50  
B.—WATSON'S GLENORCHY  
MELLOW BLEND, Blue  
Capsule, with Name  
and Trade Mark ..... 10.80  
C.—WATSON'S ABELOUR-  
GLENMILT, Red Cap-  
sule, with Name and  
Trade Mark ..... 12.00  
D.—WATSON'S H.K.D. BLEND  
OF THE FINEST SCOTCH  
MALT WHISKIES, Vio-  
let Capsule ..... 14.40  
E.—WATSON'S VERY OLD LI-  
QUEUR SCOTCH WHISKY,  
Gold Capsule ..... 15.00  
THORNE'S BLEND and WATSON'S  
GLENORCHY are high class Soda  
Whiskies, of greater age than most  
brands in the market.  
ABELOUR-GLENMILT is a very old  
Pent Whisky, (smoky) and could not  
be replaced in stock at the price.  
D is well known for its fine  
flavour.

E is of superb quality and pro-  
nounced by leading local connois-  
sours to be the best brand in the  
Hongkong market.

A. S. WATSON & Co., Limited.  
THE HONGKONG DISPENSARY

## BIRTHS.

On August 1st, at Mahabishi, Miyagi-ken,  
the wife of the Rev. H. H. COATES, of a son.  
On the 5th inst., at Yokohama, the wife of  
A. H. COLE, of a daughter.  
On August 7th, at No. 12, Yamamoto-dori,  
2-chome, the wife of S. REICHI, of a son.  
On the 15th inst., at Watung, the wife of  
HENRY C. RUSSELL, of a son.  
On the 16th instant, at 13 Quinsan Road,  
Shanghai, the wife of H. W. GVE, of a son.

## MARRIAGE.

On the 2nd inst., at San Francisco, JULIUS  
STRAUSS, of Yokohama, to NELLY, daughter  
of Moritz Meyer, of San Francisco.

## DEATHS.

At the German Hospital, Yokohama, on the  
5th inst., Capt. JOHN WILSON, (N. Y. K.), late  
of Malmoe, Sweden, aged 48.  
On the 5th inst., at Tokyo, WILLIAM K.  
BURTON, A.M.I.C.E.  
On the 6th inst., at Yokohama, THERESA  
EYMARD, wife of Claude N.S. Eymard, aged  
51.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to sub-  
scriptions, advertisements, &c., be addressed to the  
"Hongkong Telegraph," and not to the Editor.  
Letters on Editorial matters, to be sent to "The Editor,"  
and not to individual members of the staff.  
Communications intended for publication must be accom-  
panied by the name and address of the writer, not necessarily  
for publication, but as evidence of good faith.  
While the columns of the "Hongkong Telegraph" will always  
be open for the free discussion by correspondents of all ques-  
tions affecting public interests, it must be distinctly under-  
stood that the Editor does not in any way hold himself  
responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended  
for insertion in this paper, not later than Three o'clock  
on any day, so as to enable the early publication of the paper.  
Advertisements not accompanied by the name and address of the  
writer, will not be published, and will not be returned.  
The "Hongkong Telegraph" has the largest circulation of  
any English newspaper published in the Far East, and is  
therefore the best medium for Advertisers. Terms can be  
learned on application.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 23, 1899.

THE UNITED STATES AND THE  
PHILIPPINES.

Now that the United States Secretary of  
War, Mr. ALGER, has been disposed of, the  
attention of the American Press has been  
directed to General Otis and his doings, and,  
by some journals, he has been very severely  
criticised and his conduct of the Philippine  
campaign condemned. The New York  
Journal publishes a letter from "an officer  
of high rank who occupies a position of  
great trust and responsibility at Manila, and  
whose name, if published, would be a  
guarantee of certainty for his information  
and the truth of his statements." Accord-  
ing to the writer in question, not only have  
military affairs been badly mismanaged, but  
business matters were the worst that could be imagined.  
For a long time houses of the worst repute  
were in full blast within two minutes walk  
of the palace at Malacanang. Not only were the  
occupants planting themselves at the win-  
dows, insulting passers by, selling liquor and  
in every way corrupting the soldiers, but they  
inflicted upon the respectable British  
and other inhabitants living in the same  
quarter of the city—one of the principal roads—  
great fright and injury. Soldiers stumbled  
into the houses of good people and were a  
terror. The spirit shops were allowed to go  
on with their deadly work without hindrance  
or inspection. On the Calle Road, on which  
two or three regiments were quartered, there  
were fifty of these small shops, almost all  
selling only a maddening drink made from  
the nip palm. The deaths and demoraliza-  
tion resulting from this were fearful—literally  
terrible.

This statement, for the accuracy of which  
the Journal apparently vouches, cannot be  
said to be pleasant reading. If this is the  
commencement of the lifting of the veil from  
the course of events in the Philippines, then  
the sooner that all censorship restrictions  
are removed and the true state of affairs  
made known throughout the length and  
breadth of the United States, the better it  
will be for all parties concerned. Better for  
the people of America and better for the  
Filipinos, who will then perhaps be appre-  
ciated at their true worth. Yet we are told  
that the question of the censorship has  
been left at the discretion of General Otis  
and that it is still in force. If, as is stated,  
the Manila papers and correspondents are  
prohibited from publishing the true state  
of affairs then matters must  
indeed be in a bad state, for the perusal  
of the censored Manila press does not tend to  
give one a very high opinion of the state of  
law and order prevailing in that city now  
that it has come under American rule. We  
have heard it stated recently that Manila is  
now supported almost entirely by the United  
States troops. The imports consist of the  
supplies required for them and, business  
being at a standstill, of exports there are  
comparatively none. Business men arriving  
from Manila are reticent upon any subject  
dealing with affairs concerning the American  
administration of the city. They refuse to  
say much, as it might not prove to their ad-  
vantage to do so, but from the few hints which  
they at times let drop it is easy to see that  
they are not so enamoured of the new state  
of affairs as they might be. They all appear  
to agree upon one point, and that is that the  
administration of Manila has not improved  
for the better.

In the same article from which we have  
quoted above, the Journal goes on to say—  
"What is our policy there now? How  
long will the President of the United States  
—how long will the people of the United  
States tolerate this odious, wicked, terrible  
condition? One thousand eight hundred  
and eighty-nine patients in hospital and  
quarters reported today. Typhoid, and  
malaria, dysentery, diarrhoea, and  
contagious diseases, etc." Hall could have  
been avoided by proper care of the men and  
a little intelligence in the government of the  
country. "More diplomacy and less gun-  
powder," as stated by General FUSON,  
is the explanation of the whole matter." This  
is the statement which we have repeatedly  
made with regard to the Philippine question.  
There has not been a scrap of policy shown  
from beginning to end. Everything appears  
to have been left to blind chance and now,  
after several months of fighting which could  
very well have been avoided, after the ex-  
penditure of a vast amount of treasure,  
after the sacrifice of hundreds of lives, both  
American and Filipino, the United States  
are no nearer the accomplishment of their  
aims, whatever those aims may be, than they  
were before the ratification of the Treaty of  
Peace with Spain. In fact the progress has  
been a backward one and to-day the United  
States stand in the position of having stirred  
up the animosity of the Filipinos to such an  
extent as will be difficult to subdue or calm.

According to American papers, the Pre-  
sident is of opinion that within forty-five  
days of the landing of the reinforcements  
and the opening of the autumn campaign the  
Filipinos in Luzon will have been crushed  
and subjugated. We doubt it. We have  
been told the same tale before. The whole  
of the Filipino army should have been wiped  
out months ago, if only matters had gone as  
the Americans imagined they would, but, un-  
fortunately for them, they did not. What our  
cousins do not seem to be used to jungle fighting  
and they have neither troops nor com-  
manders with the requisite experience to pro-  
perly conduct a campaign in the Philippines.  
We do not mean to say that the material  
is not good, it undoubtedly is, but it is  
in the rough state at present and will have  
to be worked into shape before it can be  
used to advantage. The forty-five days in  
which the President expects the campaign to  
be ended will probably be taken up in gain-  
ing a certain amount of experience. This  
experience will have to be bought at the cost  
of American lives, and its acquisition will  
only mean a fanning of the flame of Filipino  
animosity. Again we ask, will the end justify  
the means? Will the subjugation of the Phi-  
lipinos at such a cost to the United States  
be worth the trade and benefits that will re-  
sult? It is difficult to imagine that such can  
be the case. Apparently all that the Amer-  
icans need is a fair share of the trade of the  
islands and a coaling station for their  
Asiatic fleet. This the Filipinos  
say they would be willing to grant, for they  
would accept an American protectorate upon  
such terms. Could not the matter be  
thus arranged amicably, with honour  
to both parties? It seems hard that  
thousands of innocent people should be  
made to suffer simply because the laws of  
national honour forbid the United States to  
draw back. To our mind the more  
merciful course would undoubtedly be to  
slightly incongruous to come to the rescue of an  
oppressed people by means of a war of  
extermination, particularly when the people  
of the war.

FATAL FIRE AT HAKODATE.  
HAKODATE, August 10th.  
At 1.30 o'clock this morning, 11 houses were  
destroyed by fire at Tenjichu here. In the  
conflagration five persons were burnt to death.

A CITY DESTROYED BY FIRE  
GREAT DISASTERS.

TOYAMA, August 12th.  
Fire broke out in a house at Nakanocho  
here at 1 o'clock this morning. The hard  
south-westerly wind, which was blowing at the  
time, rapidly carried the flames in all directions,  
and almost the whole city was soon in flames.  
Some 6,000 houses were destroyed before the  
flames could be got under, which was not till  
10 a.m. The Kencho, Police Department, the  
Prefectural Assembly Hall, Police Station,  
Middle School, Commercial School, Post and  
Telegraph Office, City Office, Hospital, three  
newspaper offices, Exchange Building, and the  
building of the Kwansai Industrial Exhibition  
to be held next year, which was in course of  
construction, are among the places reduced to  
ashes. The confusion and distress are beyond  
description.

The following are the official dispatches  
from the Governor of Toyama:  
Toyama, August 12th 4 a.m.—Fire broke  
out at Sannocho at 1 o'clock this morning and  
about 3,000 houses have been burnt down.  
The flames are still raging.  
Later (5.30 a.m.)—About 5,000 houses, in-  
cluding the District Office, Police Station and  
Kencho have been destroyed. The flames are  
still raging. The Provisional Kencho has been  
established in the Toyama Normal School.  
[The latest returns show that the total num-  
ber of the houses in the city was 13,933.—Ed.  
K.C.]

## THE ITALIAN DEMAND ON CHINA.

PEKING, August 12th.  
The Italian demand on China is approved  
by Great Britain and Japan, and the Chinese  
Government will be unable to reject the demand  
in its entirety. Mr. Yano's (Japanese Minister)  
visit to the Tsungli Yamen the day before  
yesterday was to advise China to accede to the  
Italian demand.

## STORMS AND FLOODS.

AKITA, August 12th.  
Owing to the heavy rain, the rivers have  
overflowed. The three bridges over the Koshi  
river have collapsed, and great damage has  
been done to crops and property. The rain  
ceased yesterday, and the water is abating.

## WEATHER REPORT.

The Observatory report says:—  
On the 22nd at 4.30 p.m. Black Drum hoisted.  
On the 23rd at 10.20 a.m. Black North Cone  
hoisted. The typhoon entered the coast near  
Swatow during the night. It is probably moving  
westwards on the mainland, where it will  
gradually fill up. The barometer has risen in  
the Formosa Channel, but now inclined  
to rise, in Hongkong. FORECAST: Strong  
S.W. wind, with rain, on the 24th and 25th.  
On the 23rd at 1.50 p.m. Black North Cone  
lowered.

## LOCAL AND GENERAL.

LORD Brassey, in the course of an address de-  
livered to the Melbourne Chamber of Com-  
merce on naval affairs, said that the British  
Squadron on the China Station would be able  
to hold its own against any probable combina-  
tion.

Sir Nicholas Hannen, who is at present in  
Japan on vacation, it is said, contemplates  
retiring from the service early next year, in  
which case there is every likelihood of his  
being succeeded by Judge Wilkinson of Yoko-  
hama.

It is the intention of the Government, says the  
Universal Gazette, to organize an army for the  
Kiangnan provinces to be under the command  
of General Su Yuanchun, and the expenditure  
to be met by the Tls. 1,000,000 which Kang Yi  
has succeeded in raising.

ROUGH on Johnny.—"It's awful rough on me,  
ma." "What is it?" "Havin' to stop school  
all day long, when Teddy White got off at  
eleven o'clock." "That is strange; what was  
the reason he was allowed to go so early?"  
"Why, some of his folks is dyin'."—Fairplay.

We understand (says the Singapore Free Press)  
that it is almost certain that the "Barbarian"  
Century will be relieved on the station by the  
Canopus and the Glory, the former pair being  
of 10,500 tons and the latter of 12,500 tons, with  
a heavier armament, though a fractionally  
smaller speed.

PETTY theft by servants is said to be rife at  
Sandakan. Thieves and gamblers from Hong-  
kong bring it about by inducing servants to  
gamble with them. To meet losses the servants  
steal small objects, the loss of which is not im-  
mediately noticed—such as spare watches,  
jewellery, clothes, &c.

FROM Kora; the terminal point of the Siamese  
Government railway under construction, a  
bitter outcry was being raised by the people the  
other day at the water. In that district there  
was absolutely no water to be had fit to drink.  
Wells and springs and creeks had all dried up,  
and the situation was becoming very serious.

A TRANSVAAL Green Book just issued at  
Pretoria indicates that President Kruger  
strongly protested against the annexation of  
Zambian's Land by the British, on the ground  
that it was a breach of promise. Great Britain  
replied that the "unauthorised" action and  
encroachment of the burghers upon the  
territory in question compelled her to take  
possession of it. It is reported in Pretoria that  
the Government has arranged to cede the  
territory to the Transvaal.

The Sze Pao has received a Peking telegram  
saying that Commander-in-Chief Yuanchun  
of Kwang-shan, has been appointed in addition  
to his Commandership, Commissioner of the  
Frontier Defence to inspect the boundaries of  
Kwang-chow-wan and will proceed on his im-  
portant duties shortly.

The gold mines in the neighbourhood of  
Kelung are, we are told, yielding splendid  
returns, and the proprietors, Japanese, are con-  
templating putting in additional stamps. But  
they are anxious to do the thing as secretly  
as possible so as not to invite too much atten-  
tion to their enterprise.—The Formosan.

The Governor of Shantung has sent an order  
to all the camps in the province to reduce the  
monthly drills from 5 to 2 for economical  
reasons. Formerly some 280,000 rounds of  
cartridges were used per month, but now the  
number will be reduced to about 40,000, repre-  
senting a saving of some Tls. 49,000 per annum.

DIFFICULTIES continue to be placed in the  
way of German mining and railway opera-  
tions in Shan-tung. A correspondent of the  
China Gazette states that not far from Wei-  
hsien some Germans are working a coal mine,  
and some iron pipes required for the work  
were sent from Kyo-chao. They were, how-  
ever, "held up" on the way, and the coolies in  
charge intimidated and driven back.

The manager of the Joint Telegraph Companies  
informs us that stormy weather has again  
stopped telegraphic communication with Foo-  
chow by all routes, but restoration is expected  
some time to-day. In the meantime the greater  
part of yesterday's telegrams are waiting at  
Shanghai having failed to get through by the  
Chinese landlines from Amoy, which at the  
time were reported as being in order.

On dit that Dr. J. C. Perry, who arrived here  
yesterday by the Empress of India from the  
States, came out under telegraphic instructions  
from President McKinley to assume duty here  
as United States Consul Surgeon at Hong-  
kong. Dr. Perry is, we understand, also  
specially commissioned to study the Plague,  
and it is thought this latter duty has been  
enjoined to him owing to one or two steamers  
arriving in San Francisco with cases of plague  
on board among the Asiatics.

NATIVES report, says the N.C.D. News, that  
a large snake, some ten feet in length, visited  
a native shop in Woosung, recently and  
caused a great scare amongst the occupants.  
After twining itself round the rafters of the  
house the snake got hold of a rat and swallowed  
it, but when the more courageous among the  
shopmen wished to kill the reptile they were  
prevented by the master who, instead,  
burned incense, lighted a pair of candles and  
worshiped his snakeship as a god. This sort  
of worship was apparently imported from India  
when Buddhism first entered the country.

In consequence of the resignation of Mr. J. S.  
Fearon, the Chairmanship of the Shanghai  
Council devolves upon Mr. F. Anderson, Mr.  
John Prentice taking the Vice-Chair. Mr.  
Quackenbush will be co-opted as the ninth  
man. Mr. J. S. Fearon's term of office will be  
ever memorable from the fact that it was during  
his regime, and largely owing to his indomitable  
personal energy that the extension of the  
Settlement which had hung fire for nearly a  
quarter of a century, became an accomplished  
fact. The Union Jack loses a most energetic  
subject in Mr. J. S. Fearon, and Uncle Sam  
gains what he loves to style a "real hustler."

TO-DAY at the Magistracy, Li Lo Sang was  
brought before His Worship, charged with  
committing a robbery with violence on a  
married woman, living at Shatin, on the night  
of the 13th inst. From the evidence given, it  
appears that four men rented the house at  
which the woman was staying. After threaten-  
ing her, they stole clothing and property to the  
value of \$30. A few days afterwards the pris-  
oner was arrested by a Chinese detective at  
Chok-pok-hong with some of the stolen prop-  
erty in his possession.

Evidence connecting the prisoner with the  
robbery was given and he was committed to  
take his trial at the next Criminal Sessions.

It will be remembered that mention was made  
in these columns, the other day, says the  
N.C.D. News, that Vicerey Chang Chih-ung  
at Wuchang, had received the Empress  
Dowager's decree to close all the schools  
established by him last year in obedience to  
the Emperor's Reform decrees. We now learn  
that Vicerey Chang has since remonstrated  
with the Empress Dowager on the subject and  
asked that a trial at least ought to be made  
with the schools and the scholars now in them  
should be allowed to graduate and show their  
usefulness before the institutions are forced to  
close. As the Empress Dowager does not  
wish to offend Vicerey Chang, just now, she  
may possibly grant the request.

It is with a pang I hear that Punch is going to  
be enlarged. It has become so familiar in its  
old shape that it seems a sad thing to be changed.  
One the other hand, the editor, Mr. John  
Bull, has been made absolutely inevitable by the  
clamorous demands of the advertiser. We  
know that advertiser, he is now calling on us  
to make additions to M. H. The new Punch  
will have nearly twice as many pages as the old  
one, but the shape will remain the same, and so  
the price. The chief new feature will be a  
feuilleton, for which some of the best known  
writers of the day are already committed. The  
additional pages will also afford space for  
giving the drawings in more approach to the  
original size than has been possible hitherto.  
I would not be at all surprised if the new  
Punch will be a great success.

This mint at Anbul has been closed, and the  
machinery sent away, the mint in Hupeh being  
found sufficient for the coinage of dollars.

In connection with the preparations which are  
being made in the event of hostilities in the  
Far East, the British War Office authorities  
have despatched so loads of material for the  
construction of a telegraph line from Mankong,  
on the border of the Orange Free State, through  
Basutoland to Natal.

## COUNCIL MEETING.

A Council meeting will be held on Thursday,  
24th August, 1899, at 4.00 p.m.

BUSINESS.  
1.—Financial Minute, No. 12 (Hon. Colonial  
Secretary).

2.—Questions.—(Hon. T. H. Whitehead).  
New Public Works.—Will the Colonial  
Secretary inform the Council whether the  
Government has sanctioned the Director of  
Public Works withholding from the considera-  
tion of the Public Works Committee, plans,  
drawings, specifications, estimate of cost, and  
full information regarding proposed new Public  
Works, and if so, what are the reasons for  
departing from the course in connection therewith  
and which has been customary hitherto for  
years past?

3.—"Beaconsfield" Repairs and Alterations.  
Will the Honourable the Colonial Secretary  
inform the Council why the proposal to expend  
a substantial amount of Public money on  
repairs and alterations to "Beaconsfield" was  
not submitted to the Public Works Committee  
for their consideration and report to the Council  
as has hitherto been customary?

4.—"Beaconsfield" Expenditure.—Will the  
Honourable the Colonial Treasurer inform the  
Council (1) under what authority was the  
sum of \$100,000 expended in alterations and  
repairs to "Beaconsfield," and cost of the litigation  
in connection therewith, disbursed; (2) on  
what date was the said money paid; and (3)  
why has no financial minute been submitted to  
the Council by the Finance Committee in  
respect thereof?

5.—Public Works Committee.—Will the Hon-  
ourable the Treasurer of Public Works inform  
the Council why plans, drawings, specifications,  
estimate of cost, and full information in re the  
new Public Works undertaken since about the  
middle of last year have not been submitted to  
the Public Works Committee for consideration and  
report to the Council as has been customary  
hitherto for years past?

6.—Special Commissioners' report on New  
Territory.—With reference to the Special Com-  
missioners' report dated 8th October, 1898, on  
the Extension of the Colony, will the Honour-  
able the Colonial Secretary inform the Council  
whether exclusive of servants, any other  
gentlemen or persons, Foreign or Chinese, other  
than those mentioned in paragraph 3 of the said  
report accompanied him on his visit to any of  
the villages and towns in the New Territory?  
If so, what were their names, what was the nec-  
essary for their presence, and why and for what  
purpose were they permitted to accompany the  
Commissioners?

7.—Kowloon Fire Precautions.—Will the  
Honourable the Colonial Secretary inform the  
Council whether, in view of the increasing  
number of houses on the Kowloon Peninsula,  
the Government has considered and deemed it  
expedient to make requisite provision in respect  
of a Branch of the Fire Brigade there, whereby  
it will be possible to attempt to cope with any  
fire which may hereafter break out in the  
Territory?

ORDER OF THE DAY.  
11.—Third reading of the Bill entitled "An  
Ordinance to Amend the Liquor Licenses Or-  
dinance, 1898." (By Act Attorney General).  
12.—A meeting of the Finance Committee  
will be held on Friday after the Council.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by  
Correspondents in this column.)

A DESERVING CAUSE.  
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
DEAR SIR,—It was with the greatest interest  
that I read the article which appeared in your  
yesterday's issue with reference to the "Aile  
de la Sainte Enfant." "Argus" dealt with  
this subject in such an able manner as cannot  
fail to attract the attention of the charitable  
public. He has so emphasized the meritorious  
work of this institution that it is needless for  
me to add anything further.

There is one thing, however, that I should  
like to draw attention to. It is the more  
fortunate that are placed at the disposal of the  
charitable sisters, the greater will be their work.  
I notice that the public support is considerably  
below the average for an institution of this  
nature. It would be a fine reflection on a  
prosperous place like Hongkong if substantial  
sums cannot be raised annually by public  
subscription for such a deserving cause.

As the inmates of the French Convent are  
almost wholly Chinese, there is not the least  
reason why the numerous wealthy Chinese  
comrades, merchants, etc., should not give a  
good account of themselves by subscribing  
liberally to this deserving cause and show to  
the world at large that they are not without a  
high degree of civilization.

Yours truly,  
HONGKONG, August 22, 1899.

## GYMNASIA.

The following is the programme of Mr. W. F.  
Gymkhana, to be held at Mountain Lodge,  
Kowloon, on Thursday, 24th August, 1899.  
The programme is as follows:—  
1. A game of football, to be played between  
the Gymkhana and the Hongkong Athletic  
Club, at 11 a.m.  
2. A game of basketball, to be played between  
the Gymkhana and the Hongkong Athletic  
Club, at 1 p.m.  
3. A game of tennis, to be played between  
the Gymkhana and the Hongkong Athletic  
Club, at 3 p.m.  
4. A game of table tennis, to be played between  
the Gymkhana and the Hongkong Athletic  
Club, at 5 p.m.  
5. A game of chess, to be played between  
the Gymkhana and the Hongkong Athletic  
Club, at 7 p.m.  
6. A game of draughts, to be played between  
the Gymkhana and the Hongkong Athletic  
Club, at 9 p.m.  
7. A game of dominoes, to be played between  
the Gymkhana and the Hongkong Athletic  
Club, at 11 p.m.  
8. A game of cards, to be played between  
the Gymkhana and the Hongkong Athletic  
Club, at 1 a.m.

## THE PLAGUE.

It is reported that the plague has been  
found in the city of Hongkong, and that  
the Government has taken steps to prevent  
its spread. It is also reported that the  
plague has been found in the city of  
Shanghai, and that the Government has  
taken steps to prevent its spread. It is also  
reported that the plague has been found in  
the city of Canton, and that the Govern-  
ment has taken steps to prevent its spread.







## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU M. J. Cornow	VICTORIA, B.C. and SEATTLE U.S.A. via Kobe and Yokohama	TO-MORROW, 24th August, at 4 P.M.
KASUGA MARU E. W. Haswell	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 25th August, at 4 P.M.
FUTAMI MARU C. Hillcoat	NAGASAKI, KOBE, and YOKO- HAMA	SATURDAY, 26th August, at 4 P.M.
HITACHI MARU J. B. Murray	MARSEILLES, LONDON, and AN- TWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SUNDAY, 27th August, at 4 P.M.
HAKUAI MARU M. Nishimura	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO, and NAGASAKI	THURSDAY, 31st August, at Noon.
HIROSHIMA MARU S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 1st September, at 4 P.M.
MIKE MARU S. Kawamura	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 5th September, at Noon.
WAKASA MARU J. B. Macmillan	MARSEILLES, LONDON, and AN- TWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 7th September, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 17th August, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM FOR  
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,  
LEGHORN and GENOA.  
(DIRECT WITHOUT TRANSSHIPMENT.)  
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA,  
NEW YORK, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE,  
NORTH and SOUTH AMERICAN PORTS up to CALLAO,  
AND  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

\*SINGAPORE, Penang, and Colombo, 1st and 2nd September.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and  
carry a Doctor and Stewardess.  
For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO.,  
Agents.

[731a]

**SETTING UP OF DISTILLERIES**  
Rice—Corn—Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS  
SETTING UP OF  
Liquors Factories—Preserves Factories  
Laboratories of Druggists—Essences Factories  
**STEAM KITCHENS**  
ECROT & GRANCE, rue Mathis, PARIS  
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

## WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

## Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will find the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

HOW TO PROVIDE  
FOR THE  
FAMILY.

INCOME \$5,000; EXPENDITURE \$5,000;  
PROVISION N/2.  
INCOME \$5,000; EXPENDITURE \$3,500;  
PROVISION \$3,000 YEARLY.

FOR an annual premium of \$1,550 this Society will undertake to pay to the family

\$3,000 PER ANNUM

for a fixed term of twenty years, if the assured should die during the currency of the policy.

If he does not require a refund in money, the necessity for family protection being no longer existent, the assured may have a certain annuity for his own later years, of \$744 guaranteed and \$500 additional, for twenty-five years certain; the latter sum varying only as the bonus payable in 1899 will vary from the bonus payable in 1899.

When protection such as this, proportionable to every man's means, is within reach, let not a

DAY BE WASTED,

but apply for special example to the

EQUITABLE  
LIFE ASSURANCE SOCIETY  
OF THE  
UNITED STATES.

F. KIENE,  
Acting Manager,  
Hongkong.

[1063a]

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, and CLOCK  
MAKERS JEWELLERS, SILVER  
SMITHS, and OPTICIANS.

CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES, and SPYGLASSES.  
No. 11 & 16, Queen's Road Central, [40]

## WORTH A GUINEA A BOX.

BEECHAM'S  
PILLS

FOR ALL  
BILIOUS and NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
and FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.  
30 Cents per Box.

Prepared only by the Proprietor:—  
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA:—

WATKINS & CO.,  
APOTHECARIES' HALL, 66, Queen's Road  
Central, Hongkong.

SERRAVALLO'S  
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC  
OF  
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its  
great STRENGTH-GIVING PROPERTIES and at  
the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—  
A. S. WATSON & Co.  
Hongkong, 1st September, 1899. [137]

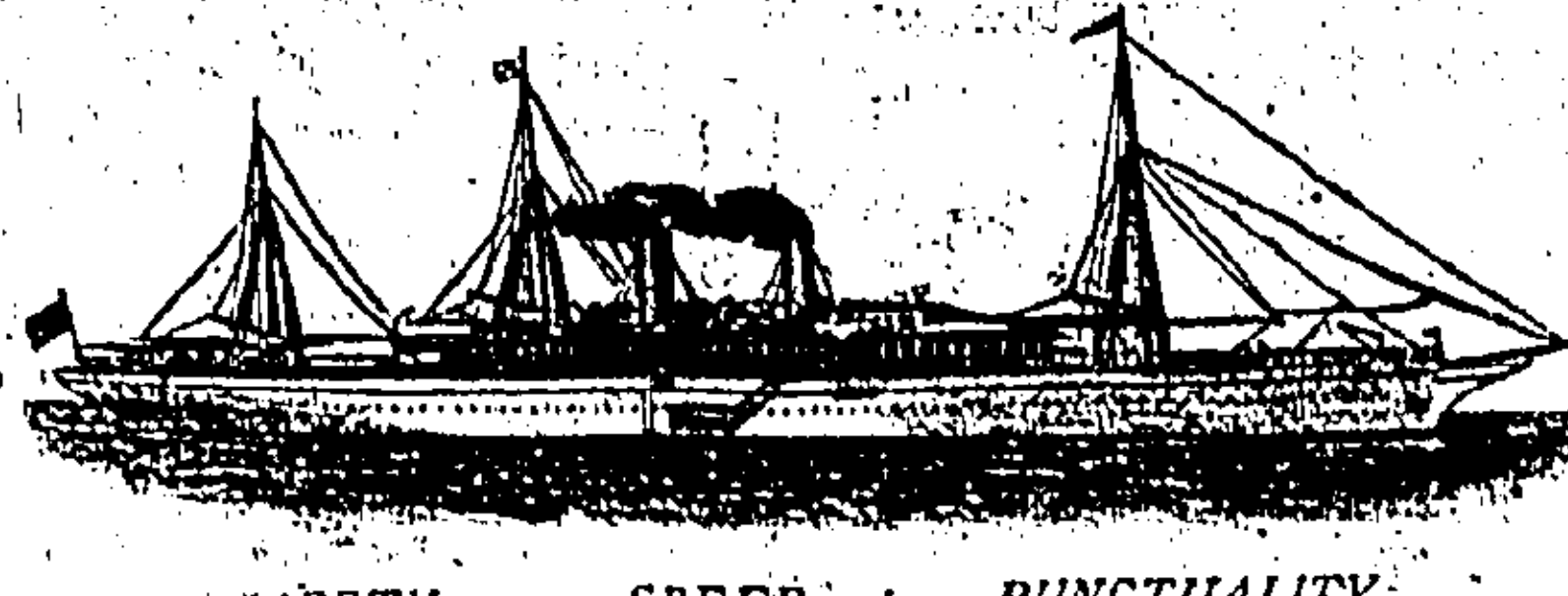
THE LEADING CATERERS  
COMPARE OUR  
M E N U, BILLIARD TABLES and

LIQUORS to all others.  
THE GRILL ROOM.  
Hongkong, 1st September, 1899. [137]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug. 1899.  
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept. 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct. 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Polder's Street, [3]  
Hongkong, 9th August, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Tuesday, 29th Aug.,  
at Noon.

HONGKONG MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Saturday, 23rd Sept.,  
at Noon.

NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Thursday, 19th Oct.,  
at Noon.

THE Steamship

## "AMERICA MARU"

will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 29th August, at Noon, taking  
Freight and Passengers for Japan, the United  
States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION  
PACIFIC, DENVER and RIO GRANDE, and  
NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago, to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1899. [131a]

## WEST RIVER SERVICE.

## THE New River Steamers

"SAMSHUI" "WUHOW"  
will be despatched alternately, from Messrs.  
DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M.,  
on MONDAYS, WEDNESDAYS and  
FRIDAYS for WUHOW, calling at KONG-  
MOON, KAMCHUCK, SAMSHUI, SHUIHING and  
TAKHING.

Both Vessels have Superior Accommodation  
for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI \$5  
HONGKONG to WUHOW \$10.  
Meals can be obtained on Board.

For further information, apply to  
DOUGLAS LAPRAIK & CO.,  
Agents.  
Hongkong, 21st August, 1899. [131a]

NORTHERN PACIFIC  
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C. and TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.  
Olympia...[2,837] J. Truebridge...[Sept. 2]  
Victoria...[3,502] J. Pantan...[Sept. 12]  
Glenogle...[3,750] R. D. Jones...[Oct. 17]  
Tacoma...[2,811] A. Dixon...[Oct. 21]

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGA-  
TION COMPANY.

Columbia...[2,976] Dobson...[Sept. 23]  
Montmouthshire...[2,871] W. A. Evans...[Oct. 7]  
Tennex...[3,677] Williamson...[Nov. 4]

THE attention of Passengers is directed to  
the very cheap rates offered by the Line,  
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-  
bles. Doctor and Stewardess carried.  
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Points should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. whichever may be the destination of  
the Steamer.

Parcels must be sent to our Office (with  
address marked in full) by 5 P.M., on the day  
previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED.

General Agents.  
Hongkong, 17th August, 1899. [14]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN Ports.)

## THE Steamship

"CHUSAN"  
Captain E. Street, carrying Her Majesty's  
Mails, will be despatched from this for BOM-  
BAY, &c., on SATURDAY, the 2nd September,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 19th August, 1899. [15]

FOR NEW YORK.  
THE 1/3 A. I. American Ship

"CHALLENGER"  
shortly expected from MANILA, will load here  
for the above port, and will have quick despatch.  
For Freight, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 20th July, 1899. [191a]

## Mails.

NORDDEUTSCHER  
LLOYD.

(Freight Service.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK  
SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA  
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
ALESIA	HAVRE and HAMBURG	About 10th September	Freight.
Knuth	(LONDON with transshipment in HAMBURG)	About 20th September	Freight.
NURNBERG	HAVRE and HAMBURG	About 20th September	Freight.
SUEVIA	(LONDON with transshipment in HAMBURG)	About 5th October	Freight.
Förck	HAVRE and HAMBURG	About 15th October	Freight and Passage.
*SAVOIA	(LONDON with transshipment in HAMBURG)	About 15th October	Freight and Passage.
Jäger	HAVRE and HAMBURG	About 15th October	Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,  
Agents.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hon-  
olulu) Thursday, 7th Sept.,  
at Noon.

China (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu) Tuesday, 3rd October,  
at Noon.

City of Rio de Janeiro  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu) Friday, 27th October,  
at Noon.

THE U. S. Mail Steamship

## "CITY OF PEKING"

will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU  
on THURSDAY, the 7th September, at Noon,  
taking Passengers and Freight for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of  
the United States or Canada. Rates may be ob-  
tained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and the CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-  
LAND CITIES in the United States have  
between SAN FRANCISCO and CHICAGO  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 12th August, 1899. [11]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN FRANCISCO  
AND SAN DIEGO:  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to Japan, POKA  
and HONOLULU, THE UNITED STATES,  
MEXICO, CENTRAL & SOUTH AMERICA, &c.  
Thyra...[3,406] about...[1 Sept. 15]  
Delian King...[3,379] about...[Oct. 15]  
Carmarthenshire...[2,929] about...[Nov. 15]

## THE Steamship

"THYRA"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA & HONOLULU,  
on SATURDAY, the 15th September, at Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of  
the United States or Canada. Rates, and  
particulars of the various Routes may be ob-  
tained upon application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.







## Announcements.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.  
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to  
W. STUART HARRISON,  
Manager.  
Hongkong, 18th January, 1898.

ALSO  
**POWDER, SOAPS, Sulphur (fumigating) Candles, AND ALL KINDS OF DISINFECTANTS.**

"HOW TO DISINFECT." Book sent FREE on application.  
OF ALL CHEMISTS, AND  
THE S.M.T. Co., Ltd.

## OPIMUM QUOTATIONS.

Hongkong, 23rd August.  
New Patan 850 per chest.  
New Benara 840  
New Malwa 170/770 per picul.  
Old Malwa 180/840  
Persian poppy tied 170/170

## The Square Market.

## LATEST QUOTATIONS (August 23rd).

Hongkong and Shanghai Banking Corporation—302 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference) nominal.  
The Bank of China & Japan, Ltd.—(Ordinary) 1/2 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)—1/2 buyers.  
National Bank of China, Ltd.—\$25 buyers.  
Do. Do. —\$25 buyers.

## Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$255 buyers.  
China Traders' Insurance Co., Limited—\$62.  
North China Insurance Co., Ltd.—\$15.200.  
Yangtze Insurance Assoc. Ltd.—\$17 buyers.  
Canton Insurance Office, Ltd.—\$147 buyers.  
Straits Insurance Co., Ltd.—\$64.

## Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$312.  
China Fire Ins. Co., Ltd.—\$384.

## Shipping.

Hongkong, Canton & Macao Steamboat Co., Ltd.—\$32.  
Indo-China Steam Navigation Company, Ltd.—\$70.  
China and Manila S.S. Co., Ltd.—\$91.  
Douglas Steamship Co., Ltd.—\$57.  
China Mutual S. N. Co., Ltd.—(Preference)—\$9.10 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3.10 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3.10 buyers.

## Refineries.

China Sugar Refining Co., Ltd.—\$16.  
Luzon Sugar Refining Co., Ltd.—\$35.

## Mining.

Punjab Mining Co., Ltd.—\$10.  
Do. Preference Shares—\$2.  
Société Française des Charbonnages du Tonkin—\$30.  
Queen Mines, Limited—\$50.  
Jelebu Mining and Trading Co., Ltd.—\$14.  
Raub and Gold Mining Co., Ltd.—\$60.  
Oliver Freehold Mines, Ltd.—(A) \$8.  
Oliver Freehold Mines, Ltd.—(B) \$6.  
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$3.50.

## Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$30 buyers.  
Hongkong and Kowloon Wharf and Godown Company, Limited—\$95.  
Wanchai Warehouse and Storage Co., Ltd.—\$45.  
New Amoy Dock Co., Ltd.—\$16.

## Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$10.  
Hongkong Land Investment and Agency Co., Ltd.—\$100.  
Kowloon Land and Building Co., Ltd.—\$29.  
West Point Building Co., Ltd.—\$36.  
Hongkong Hotel Co., Ltd.—\$127 ex div.  
Humphreys Estate and Finance Co., Ltd.—\$10.

## Miscellaneous.

Green Island Cement Co., Ltd.—\$3.1.  
China-Ironore Co., Limited—\$10.  
A. S. Watson & Co., Limited—\$16.  
Hongkong Electric Co., Limited—\$13.  
Hongkong and China Gas Co., Ltd.—\$130.  
Hongkong Rope Manufacturing Co., Ltd.—\$189.  
Go. Newby & Co., Ltd.—\$43.  
Hongkong Ice Co., Ltd.—\$130.  
Hongkong High-Level Tramways Co., Ltd.—\$15.  
Dairy Farm Co., Limited—\$6.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$12.  
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.  
Bells Asbestos Eastern Agency, Ltd.—\$5.  
Carmichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$75 sellers.  
Ewo Cotton Spinning & W. Co., Ltd.—\$15. 67.  
International Cotton Mfg. Co., Ltd.—\$15. 75.  
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$15. 75.  
Soy Chee Cotton Spinning Co., Ltd.—\$15. 350.  
Yahloong Cotton Spinning Co., Ltd.—\$15. 55.  
Tebrau Planting Co., Ltd.—\$4 per share.  
Tebrau Planting Co., Ltd.—\$4 per share.  
BENJAMIN, KELLY & POTTS (Share Brokers.)  
Telegraph Address—"Rialto."

## EXCHANGE.

Hongkong, 23rd August.  
ON LONDON, Telegraphic Transfer...111 9/16  
Bank Bills, on demand...111 1/16  
Credits, 4 months' sight...20 1/16  
Diments, 4 months' sight...20 3/16  
ON BERLIN, (demand)...M.2014  
ON PARIS, Bank Bills, on demand...2.481  
Credits, 4 months' sight...2.521  
ON NEW YORK, Bank Bills, on demand...48  
Credits, 30 days' sight...484  
ON BOMBAY, Telegraphic Transfer...147  
On demand...1474  
ON SHANGHAI, Telegraphic Transfer...724  
Private, 30 days' sight...734  
ON YOKOHAMA, T.T. ....44 per cent. prem.  
Sovereigns, Bank's Buying Rate...\$10.07  
Gold Leaf 100 touch, per tael...52.60  
Bar Silver .....27 9/16  
Dollars .....1 per cent. prem.

## VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken Capt. F. R. Keefer and 2 children  
Mr. J. H. Aitken Mr. Kinghorn  
Mrs. John Angus Mr. J. Kirkwood  
Mr. W. S. Bailey Mr. J. Lam  
Mr. B. J. Barlow Mr. E. A. Leggat  
Miss Borredo and Mr. Leon A. Lévy  
governess  
Mr. and Mrs. A. H. Bollenheim  
Dr. Bowers  
Mr. T. F. Burgdorf  
Mr. A. B. Carter  
Dr. and Mrs. F. Clark  
Mr. A. Doctor  
Mr. L. E. Etzel  
Mr. G. E. Gelm  
Mr. G. H. Gelpin  
Mr. & Mrs. K. Gibson  
Capt. Goddard  
Major and Mrs. Griffin  
Capt. Hall  
Mr. T. Hart-Davis  
Mrs. Hillman  
Mr. T. Howard  
Mr. E. Howell  
Mr. Wm. K. Hughes  
Mr. J. E. Humphreys  
Mr. J. H. Irwin  
Mr. J. Jackson  
Major and Mrs. Jefferys  
Mr. and Mrs. Joseph

## VISITORS AT THE WINDSOR HOTEL.

Mr. W. Bray Mr. M. Fardo  
Mr. S. Cheng Mr. H. Rees  
Mr. Mortimer Cook Mr. and Mrs. Robinson  
Mr. Chesney Duncan Mr. E. J. Young  
Mr. Foster Mr. P. Zaldivar

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Liou R. P. Hobson, U.S.N.  
Mr. and Mrs. Lionel Staff-Surgeon and Mrs. Boyle  
Mr. H. F. R. Bayne Mr. F. Hubbe  
Mr. P. Bure Mr. H. U. Jeffries  
Mr. and Mrs. F. G. King  
Capt. van Corbach Mr. J. Korford  
Mr. and Mrs. E. C. Collins  
Mr. J. Lamke  
Mr. J. E. Lee  
Mr. C. W. Longuet  
Mr. C. W. Longuet  
Mr. R. Mitchell  
Mr. and Mrs. W. H. T. Hon. H. E. Pollock  
Mr. A. L. Denison Capt. H. N. Pryne  
Mr. P. Dow Mr. A. Reed  
Mr. A. Spencer Ellam Mr. A. Findlay Smith  
Col. G. J. H. Evtatt Mr. A. Sinclair  
Mr. J. S. Eekiel Mr. A. G. Stokes  
Mr. R. M. Eekiel Mr. P. G. Stokes  
Lt.-Col. A. Fraser Mr. G. H. Wheeler  
Colonel E. H. Gorges Capt. J. Young  
Mr. Cecil Holliday

## CRAIGIEBURN.

Bishop Burdon Hon. and Mrs. R. D. Ormsby  
Rev. F. Flynn, R.N. Mr. A. I. Richardson  
Mrs. Horner Mrs. Rolfe  
Govt. Civil Hospital Mrs. Hugo Silvestri  
Sisters Capt. C. B. Simmonds, R.A.  
Mrs. E. Jones and family  
Major S. S. Long Mr. Simmonds  
D.A.A.G. Mr. and Mrs. W. E. Turner  
R.A. Consul Valpicelli  
Mrs. Morris Madame Valpicelli  
Miss Ormsby

## VESSELS IN PORT.

Steamers.  
CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.—Moj 2nd Aug. General.  
CITY OF DUBLIN, British steamer, 1,568, J. T. Davies, 21st July—Calcutta, via Penang and Singapore 15th July, General.  
Jardine, Matheson & Co.  
CHOWA, British steamer, 1,055, J. Williamson, 19th Aug.—Bangkok 12th Aug., and Kohsi-chang 13th, General.—Butterfield & Swire.  
DEUTEROS, German steamer, 1,001, E. Petersen, 20th Aug.—Saigon 16th Aug., Rice.  
Eidsvold, Norwegian steamer, 2,396, P. Schlund, 18th Aug.—Moj 9th August, Coals.—Order.  
EXPRESS OF INDIA, British steamer, 5,904, O. P. Marshall, R.N.R., 22nd Aug.—Vancouver, B.C., 31st July, and Shanghai 19th Aug., Mails and General.—C.P.R. Co.  
ESMERALDA, British steamer, 966, R. W. Ophar, 22nd Aug.—Manila 19th Aug., General.—Shewan, Tomes & Co.  
HACER, American steamer, 10,500, Comdr. C. H. Arnold, 7th Aug.—Manila 4th Aug.  
HAINAN, German steamer, 628, F. Clausen, 18th Aug.—Chefoo 12th Aug., General.—Siemens & Co.  
HAITAN, British steamer, 1,183, J. S. Roach, 22nd Aug.—Fochow 18th Aug., Amoy 20th, and Swatow 21st, General.—Douglas, Laprak & Co.  
HSI PING, Chinese steamer, 1,268, W. McFarlane, 22nd Aug.—Canton 21st Aug., General.—C.M.S.N. Co.  
IDZUMI MARU, Japanese steamer, 2,307, M. J. Currow, 15th Aug.—Yokohama via Kobe and Moji 10th Aug., General.—Nippon Yusen Kaisha.  
KASUGA MARU, Japanese steamer, 2,214, E. W. Haswell, 22nd Aug.—Yokohama via Nagasaki 18th Aug., General.—Nippon Yusen Kaisha.  
KONG BENG, British steamer, 864, F. W. Haslin, 20th Aug.—Saigon 16th August, Rice and General.—Butterfield & Swire.  
LOOKOK, British steamer, 1,020, J. H. Jackson, 4th Aug.—Bangkok 27th July, and Kohsi-chang 21st, Rice and Timber.—Butterfield & Swire.  
MONGKUT, British steamer, 859, A. S. Calder, 16th Aug.—Kohsi-chang 9th Aug., Rice.—Yuen Fat Hong.  
OLYMPIA, American steamer, 1,730, J. Truebridge, 21st Aug.—Tacoma, U.S.A. 23rd July, General.—Doddwell & Co.  
ON SINGAPORE, British steamer, 1,983, J. Young, 7th Aug.—Sankadan 1st July, Timber.—Jardine, Matheson & Co.  
PHRA CHULA CHOM KLO, British steamer, 1,012, B. Pigot, 29th July.—Bangkok 25th July, General.—Yuen Fat Hong.  
PICCOLA, German steamer, 875, Skipper, 22nd Aug.—Saigon 17th Aug., Rice.—Chinese.  
PROGRESS, German steamer, 687, P. Brandt, 21st Aug.—Touron 16th Aug., General.—Chinese.  
PROSPER, British str., 1,390, R. Crawford, 18th Aug.—Cebu 13th Aug., General.—Heung Sing Steamship Co.  
TERRIER, Norwegian steamer, 1,008, G. N. Kampford, 20th Aug.—Bangkok 12th Aug., Rice and General.—Order.  
THALES, British steamer, 820, T. Hall, 30th July.—Fochow 27th July, Amoy 28th, and Swatow 29th, General.—Douglas, Laprak & Co.  
THORIS, Norwegian steamer, 2,414, Wilhelmser, 19th Aug.—New York 23rd June, Kerosine and Phosphor.—Order.  
TRIUMPH, German steamer, 670, A. Rieke, 21st Aug.—Pohkoi and Hoihow 20th Aug., General.—Jessen & Co.  
ZWEENA, British steamer, 940, J. H. Nerblitt, 18th Aug.—Sourabaya 9th Aug., Sugar and General.—Chinese.

## Sailing Vessels.

GOVERNOR ROBE, American ship, 1,627, Nichols, 21st Aug.—New York 5th May, Kerosine Oil.—Standard Oil Co.  
KELAT, British ship, 1,822, John Hughes, 5th Aug.—New York 3rd April, Case Oil.—Standard Oil Co.  
St. David, American ship, 1,400, Lyons, 16th Aug.—San Francisco 3rd June, Flour.—Order.

## HER BRITANNIC MAJESTY'S SHIPS.

ON THE CHINA STATION.  
Hongkong, August 23rd, 1899.  
Alacrity, despatch vessel, 1,700 tons, 10 6-pd. g. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, cruising.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p. Com. E. J. W. Slade, Fochow.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Blyth, cruising.  
Bacchante, Italian battleship, 12,000 tons, 12 guns, 10,000 h.p., Captain Hon. G. C. J. Colville, C.B., cruising.

Bonaventure, and class cruiser, 4,500 tons, 18 guns, 9,000 h.p., Capt. R. L. J. Monte, cruising, C.B., R.N., Hongkong.  
Britannia, British cruiser, 1,270 tons, 6 guns, 5,500 h.p., Capt. Wey, cruising.  
Centurion, 1st class battleship, 10,000 tons, 14 guns, 13,000 h.p., Captain R. J. Jellicoe, cruising.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington-Ingman, cruising.  
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.  
Fama, twin screw, torpedo-boat destroyer, 402 tons, 5,400 h.p., Lieut.-Com. R. Keyes, cruising.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.  
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.  
Hermione, and class cruiser, 4,500 tons, 9,000 h.p., 18 guns, Capt. G. Callaghan, cruising.  
Humber, storeship, 1,620 tons, 800 h.p., Com. H. J. Davidson, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, cruising.  
Linn, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, cruising.  
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Hongkong.  
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. P. St. John, Manila.  
Phanix, sloop, 1,050 tons, 6 guns, 1,100 h.p., Com. R. P. Cochran, Singapore.  
Plymouth, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.  
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. S. V. De M. Cowper, Fochow.  
Powerful, 1st class cruiser, 14,200 tons, 25,000 h.p., Hon. H. Lambton, Wei-hai-wei.  
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p., Lieut.-Com. The Hon. G. A. Hardinge, Fochow.  
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Fochow.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Hongkong.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 9,500 h.p., Capt. A. C. Clarke, cruising.

Victorious, British battleship, 14,000 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, cruising.  
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.  
Whiting, twin screw, torpedo-boat destroyer, 300 tons, 6,000 h.p., Lieut.-Comdr. E. Kelly, cruising.  
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.  
Torpedo boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.  
Etna, Italian cruiser, 3,530 tons, Capt. G. Giorelli, Shanghai.  
Kaiserin Elizabeth, Austrian cruiser, 4,564 tons, 9,000 h.p., Capt. Julian, Shanghai.  
Littorio, Italian gunboat, 588 tons, Comdr. Cunha, Macao.  
Marengo, Italian cruiser, 1,457 tons, Captain Ed. Incomenti, San Juan.  
Stronboli, Italian cruiser, 3,359 tons, Captain Cantanini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.  
The Russian Squadron.  
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.  
Albatross, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Elksky, at Vladivostok.  
Behr, Russian gun-vessel, twin screw, 950 tons, 2,150 h.p., Captain Boisman, at Nagasaki.  
Dmitri Donskoy, Russian armoured cruiser, 893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff at Vladivostok.  
Gremiaty, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.  
Korveta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebrennikoff, at Port Arthur.  
Kreysler, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.  
Mandjour, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaigh, at Vladivostok.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Teniche, at Vladivostok.  
Nayag, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarin, at Port Arthur.  
Owany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Nagasaki.  
Pamiat Avosa, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virens, at Vladivostok.  
Rusia, Russian armoured cruiser, 12,200 tons, Capt. Domojoff, at Port Arthur.  
Rurik, Russian flagship, 10,940 tons, armoured 14 guns, 1st class, 44 guns, 13,500 h.p., Capt. Group, at Port Arthur.  
Slach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.  
Sisoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Parenyo, at Port Arthur.  
Svatoch, Russian gunboat, 650 tons, twin screw 13 guns, 1,200 h.p., Capt. Astomoff, at Port Arthur.  
Vladimir Monach, Russian cruiser, 5,000 tons, Prince Oumoff, at Port Arthur.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Vladivostok.  
Vladika, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogul, at Vladivostok.  
Yakut, Russian gunboat, 16 guns, 890 h.p., at Vladivostok.  
Zablika, Russian cruiser, 1,230 tons, 20 guns, 3,000 h.p., Capt. Shkurff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).  
Borjo, 1st class, Russian torpedo boat, 81 tons, 4 guns, 2 tor tubes, 1,100 h.p., speed 21 knots.  
Reval, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 tor tubes 780 h.p., speed 22 knots.  
Suzoborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 tor tubes 780 h.p., speed 19.7 knots.  
(1st and 2nd class.)  
Ford, Russian torpedo boat, 35 tons, 1 gun, 150 h.p., 16 knots.  
Janichnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 970 h.p., 22 knots.  
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
Podprymka, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sibiriak, Russian torpedo boat, 35 tons, 1 gun, 150 h.p., 16 knots.

Scorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Soolichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Steriad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
† Flagship of Vice-Admiral Alexieff.  
† Flagship of Rear-Admiral F. V. Dubossoff.  
† Flagship of Rear-Admiral Reznoff.

## THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Jourmet, at Saigon.  
Bayard, French flagship, 5,988 tons, 36 guns, 4,500 h.p., Capt. Joannet, at Yokohama.  
Beaumont-Denis, French cruiser, 1,245 tons, 14 guns, 895 h.p., Captain Termet, at Choochoo.  
Brus, French cruiser, 4,750 tons, 16 guns, 8,800 h.p., at Saigon.  
Comte, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.  
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 h.p., Captain Bernard, at Nagasaki.  
Edouard, French cruiser, 1,608 tons, 11 guns, 2,408 h.p., Capt. Texier, at Along Bay.  
Forfait, French cruiser, 2,321 tons, 23 guns, 2,704 h.p., Capt. Delort, at Nagasaki.  
Inconstant, French cruiser, 891 tons, 8 guns, 850 h.p., Capt. La Seyne, at Chemoopo.  
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Fochow.  
Lion, French gunboat, 473 tons, 6 guns, 576 h.p., Capt. Anot, at Shanghai.  
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 h.p., Capt. de Brétil, at Manila.  
Pluvier, French despatch-boat, 545 tons, 4 guns, 500 h.p., Comdr. Vidal, at Bangkok.  
Surpion, French gunboat, 627 tons, 10 guns, 860 h.p., at Saigon.  
Triumphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brétil, at Saigon.  
Vauban, French flagship, 6,150, Capt. Bouter at Huiphong.  
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constelle, at Bangkok.  
† Flagship of Rear-Admiral Giguat de Bedollier.

## THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,610 tons, 14 guns, 2,700 h.p., Comdr. Bussatis, at Friedrich Wilhelmshaven.  
Cefron, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Feltenius, at Amoy.  
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obentelmer, at Fochow.  
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 h.p., Captain Gulich, at Manila.  
Kaiser, German flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.  
Moesue, German surveying vessel, 970 tons, Captain Korvetten, at Amoy.  
Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.  
† Flagship of Rear-Admiral von Diederichs.  
† Flagship of Prince Henry of Prussia.

## THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,000 h.p., Capt. N. M. Dyer, at Manila.  
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Com. E. D. Taussig, at Manila.  
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,050 h.p., Capt. Whiting, at Nagasaki.  
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,000 h.p., Comdr. J. M. Hemphill, at Manila.  
Callaghan, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.  
Cassine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.  
Celtic, U.S. supply-ship, 6,428 tons, 1,900 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.  
Charleston, U.S. cruiser, 1,730 tons, 8 guns, 6,666 h.p., Capt. W. H. Whiting, at Manila.  
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. J. B. Ingles, at Manila.  
Culgo, U.S. supply-ship, 7,000 tons, 250 h.p., Lieut. Comdr. J. W. Corlin, at Manila.  
Helena, U.S. gunboat, 1,197 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.  
Iris, U.S. distilling ship, 6,100 tons, 1,500 h.p., Lieut.-Comdr. N. T. Houston, at Manila.  
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.  
Mohand, U.S. double-turret monitor, 3,990 tons, 6 guns, 5,000 h.p., Comdr. H. E. Nichols, at Manila.  
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.  
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.  
Nashuan, U.S. collier.  
Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.  
Petrel, U.S. gunboat, 891 tons, 4 guns, 1,095 h.p., Comdr. C. C. Conwell, at Manila.  
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.  
Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.  
Yosemite, U.S. converted cruiser, 6,479 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.  
Zafiro, U.S. dispatch-vessel.

## Post Office.

A Mail will close:—  
For Swatow, Amoy and Fochow—Per Hailan to-morrow, the 24th instant, at 10 A.M.  
For Singapore, Penang and Calcutta—Per Chelydra to-morrow, the 24th inst., at 11 A.M.  
For Europe, &c., India, via Tutuila—Per Oceanien on Saturday, the 26th inst., at 11 A.M.  
For Nagasaki, Kobe and Yokohama—Per Futami Maru on Saturday, the 26th instant, at 3 P.M.  
For Kobe, Yokohama, Victoria and Seattle—Per Idumaru on Thursday, the 24th instant, at 3 P.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India on Wednesday, the 30th inst., at 11 A.M.  
For Tientsin—Per Kwangshang on Wednesday, the 24th instant, at 3 P.M.  
For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per Kaifu Maru on Friday, the 25th instant, at 3 P.M.  
For Manila—Per Talle on Saturday, the 26th instant, at 4 P.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America Maru on Tuesday, the 29th instant, at 10 A.M.  
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India on Wednesday, the 30th inst., at 11 A.M.  
For Tientsin—Per Kwangshang on Wednesday, the 24th instant, at 3 P.M.  
For Kobe, Yokohama, Victoria (B.C.) and Tacoma—Per Olympia on Saturday, the 26th inst., at 4 P.M.  
For Europe, &c., India, via Tutuila—Per Oceanien on Saturday, the 26th inst., at 11 A.M.  
For Nagasaki, Kobe and Yokohama—Per Futami Maru on Saturday, the 26th inst., at 3 P.M.

## JAPANESE MEN-OF-WAR.

Battleships.  
Yamato, 1st class, 14,000 tons, 35 guns, 14,000 h.p., at Yokohama.  
Fusai, 1st class, 14,500 tons, 38 guns, 14,000 h.p., at Nagasaki.  
Chikuma, 1st class,